

ROTORUA MODEL AIRCRAFT CLUB (INC)

April 2021 NEWSLETTER

Secretary Andy Watson

Email: top.place@xtra.co.nz
Ph 07 357 5656



Welcome to the April 2021 newsletter.

The AGM was held on Wednesday March 4th. Dave has some comments and his view on things later. The existing committee has been re-elected. Subs have remained unchanged. Ted and Margaret Bretherton were made life members. Sadly, Ted passed away last week. Although we hadn't seen Ted and Margaret very often in recent times, they were very active members back in the 70s, 80s and 90s. Ted was secretary for several years and if my memory serves me correctly Margaret was Treasurer at one stage and also audited our annual accounts for over 20 years.

Ted was into C/L and R/C. Building his own r/c set. He was also the first in the club to fly a twin engine R/C model and helicopter. When we operated at Te Ngae where the tree nursery is now Ted was the force behind the construction of our club house. Then when we moved to our present site he pulled it apart (having made it to come apart in kit form) and reassembled it at Mead Rd. Not content with that as the club grew Ted cut the clubhouse in two and added a centre section doubling its size.

Without Ted and Margret's efforts the club would not have the facilities we have today. A well deserved award.

Welcome to new member Tom Edwards. Tom is into fixed wing and drones as well as FPV. He has some very high performance machinery.

This months NDC event was Vintage R/C duration and after some pretty awful weather the two Daves and myself were looking forward to the Blackfoot Flyers event at Ngatea on the 17th & 18th.

We were looking after grandchildren in Hamilton that weekend, but I had a leave pass for the Sunday so was all prepared. Unfortunately the event was abandoned on Saturday with strong winds and with similar conditions forecast for the Sunday was cancelled.

Saturday night was the annual Hamilton Balloon Night Glow event so we went along and were entertained by balloons lighting up followed by a fireworks display.

Sunday turned out calm and sunny in Hamilton so grandson and I headed out to the local club and had a very pleasant morning.



Action at the night glow



HMAC field Who could that be with his back to us and a camera over his shoulder?

We finally got to record some NDC times in very poor conditions on the last weekend of the month. Let's hope conditions the next event at Tuakau on the 17th & 18th are better.

SUBS

Subs are now overdue. You are all aware of the Nightmare position the Club could end up in if the unthinkable happened so we unfortunately can not allow anyone who has not paid up to fly.

Sub for the 2021 - 2022 year RMAC are		MFNZ	TOTAL
Family	\$120	\$100	\$220
Senior	\$115	\$95	\$210
Junior	\$45	\$30	\$75
Associate	\$50	-	\$50

Payment can be made to ANZ account # 116102_ 0913131_ 11 Include your name in the details

The Big Tyro Major

Last month we showed some pictures of the construction of a 120% Tyro Major. The model is now complete and just awaiting some fine weather for its first outing. The Tyro was a very popular beginners model in the 60s and 70s. The original design had a semi symmetrical tailplane mounted on the bottom of the fuselage. This was prone to damage from long grass and other debris so we built them with the tailplane on the top and also changed the section to a flat bottom lifting section. This was a great improvement in that as the speed built up more lift was generated at the tail end. This reduces the tendency to zoom into a climb coming out of a turn making the model easier to fly.



Our example will be powered by an OS AX46 with FutabaT6K radio on ruddrer elevator and motor. The wing is covered in Hangar 9 Ultracoat. The paint is SCA quick drying spraying enamel, over 4 coats of water base 123 Bulls eye primer sealer, over 2 thinned coats of Wests epoxy resin. Lots of sanding between each coat!



Presidents Notes.

The AGM was held on March 3 this month and it is very disappointing to report that we had a very low turnout of members. In fact, apart from the committee, only ONE member bothered to attend. The RMAC club committee works hard for the benefit of our membership and it is not a great thank you from the general membership when they cannot be bothered to attend just one group meeting in the year to express their views or support the committee efforts.

As the president, I can only assume that:

- a) The general membership is so satisfied with the club management that they felt it unnecessary to attend.
- b) Since the committee did not propose any subscription increase there was nothing of interest on the agenda.
- c) The general membership does not give a damn on how the club is run so long as they have continued access to the flying field.

Needless to say, all the reports and items proposed for discussion were passed unanimously.

The minutes of the meeting are posted here: [2021 AGM minutes](#)

Last year, we had a great turn out of members to the 2020 AGM and so I am rather baffled why this year only one person was interested in attending. If you see me at the field please let me know!

This month has been a good spell of excellent and stable flying weather. We managed to avoid closing the field due to fire risk so continuous flying has been possible. Unfortunately, the start of a wetter period has brought out wild pigs from the bush and the field is currently under attack from these pests. We are now suffering from regular rooting damage and the runway is under threat of being slowly destroyed by them. At present the damage is mainly on the edges but they have recently moved to the centre on two occasions.

The committee is trying to find some pig hunters to go into the bush and bring them under control but with no success at present.

It is going to take a major working bee and ground work to repair the grass damage created, at this stage there is no point because they return and re-root any repaired areas.

Members who were here a few years back may remember Richard Lang, our former treasurer and very competent RC sport pilot. Richard left the club to go to Auckland (I believe) however I have been asked to publish that he is now back in Rotorua, it would be great to have him back.

During the month I went to Dunedin and my daughter treated me to a tandem Paragliding session off Coronet Peak. It was a beautiful day, but sadly there wasn't much wind blowing onto the slope so after one failed attempt to get airborne (by running to the edge of the slope and then skidding to a halt when the sail failed to inflate properly) we made it into the air but it was all downwards from there with no slope lift. Nevertheless, it was a great experience, and during the fifteen minutes or so flight I was able to fly the glider and do some turns and stalls. The pilot then took over and with my approval did some pretty wild wing overs. Needless to say, I called a halt pretty quickly and looking at the horizon in the background you can see why. After we landed, it took a couple of hours before my stomach got back to normal and I could eat anything. Anyway, a great experience and I would like to do more.

Here is a video of a nice gentle start: [Para G off the launch](#)

Here is some flying practice: [Para G flying](#)

And here is a video of the pilot frightening me: [ParaG scary aeros](#)

Hopefully the GoPro MP4 google links will work from the bulletin and take you straight to my drive files.

Finally, here is the first page of an article about a most useful tool. I made something similar a couple of years back and use it regularly, both at the field and in the workshop. This is a slightly more advanced version and probably more versatile. I used mild steel rod which worked fine without any heating to form the spade ends. The clever thing with this version is the way the clevis is opened to connect it to the horn.

The full article is here: [Clevis tool link](#)

Clevis Tool

This is one of the handiest tools I've ever made.

[Tom Broeski](#)



Everybody needs one (or several?) of these and here's how to make one.

Years ago I tried a couple clevis tools that were just too short or awkward. So, I decided to design my own. One of the toughest jobs was reaching in to get the clevis off of a bellcrank in my older planes and ones like my SBXC. It needed to be long enough, but not too long.

COMING EVENTS

April	17 & 18 Tuakau Vintage meeting
May	22 & 23 Blackfoot Vintage meeting

CLUB FUEL

METHANOL \$2.50 PER LITRE (OWN CONTAINER)

MIXED:

1 US GALLON = 3.785 LITRES (3.8L)

**70% METHANOL, 20% COOLPOWER, 10% NITRO
\$40.00 [US GALLON
\$10.00 per LITRE**

**FUEL WITHOUT NITRO
82% METHANOL, 18% COOLPOWER oil
\$? US GALLON
\$? PER LITRE**

Or, MIXED TO SUIT YOUR REQUIREMENTS

**ALL PROFIT GOES TO THE CLUB
PLEASE BRING YOUR OWN CONTAINER**

Contact: ALAN SMITH. 347 9312